

beauty, to find the best in others; To leave the world a bit better, whether by a healthy child, a garden patch, or a redeemed social condition; To know even one life has breathed easier because you have lived. This is to have succeeded."

Anne Irby left us much too soon, but she succeeded. She touched so many lives and helped so many people and families across the State. She will be remembered for putting the concerns of others before her own. Many people wake up every day hoping to make a difference. We can all take comfort in knowing that Anne Irby actually did make a difference. I send my deepest condolences to her sister Donna Jean Rodgers, her other family members, and her friends. We are all grieving.

I salute Anne for a job extraordinarily well done and pledge today that she will always be a member of "Team Cardin."

ADDITIONAL STATEMENTS

REMEMBERING CLIFF EVERTS

• Ms. MURKOWSKI. Mr. President, I would like to take a moment to remember and pay tribute to a pioneer of Alaska aviation, Cliff Everts, who passed away in December at the age of 95. One of the greatest compliments you can pay to a longtime Alaskan is to refer to that individual as a pioneer. Yes, Cliff was a pioneer, but that understates the reverence with which he is held in Alaska's aviation community. He is indeed an icon of Alaska aviation.

Place yourself in a remote Alaskan village in the dead of winter. The outdoor temperature is minus 25 degrees, and the village is running short of fuel. Imagine the sound of a fuel plane landing on your village's gravel runway, delivering thousands of gallons of fuel needed to sustain daily life in the bush and power remote work sites. Deliveries such as this make life in rural Alaska possible. This is the legacy of Cliff Everts.

Originally born in New York, Cliff's passion for flying began at a young age. He took his first flight at 12 years old. As a teenager, he delivered newspapers to pay for his flying lessons. Cliff trained on a Taylorcraft, a high-winged, two-seater aircraft, and was soloing within just 6 months.

Later Cliff joined the Civilian Pilot Training Program, supporting wartime efforts during World War II. It was not long thereafter that he made the decision to leave New York, to accept a position flying as a copilot for Alaska Star Airlines in Anchorage. Alaska Star Airlines was a predecessor of today's Alaska Airlines.

Having grown to love Alaska, Everts embraced the pioneer spirit and accepted another position flying for Wien Airlines in Fairbanks. He continued to fly for Wien Airlines for 35 years, logging over 30,000 hours of flight time. His

flights carried mail, cargo, and passengers throughout the entire State.

While Cliff Everts was a pilot by trade, he was also a very savvy entrepreneur and was well known for his many business ventures, but he is best known for Everts Air Fuel. Cliff started this business in the 1980s flying a C-46. The C-46 is a World War II era high-altitude, multiengine aircraft. He quickly built the fleet, running his business on the philosophy that providing for the unique needs of Alaskans can be done both efficiently and affordably by Alaskans.

Cliff's son, Robert, began his own aviation business called Everts Air Cargo. Between Everts Air Cargo and Everts Air Fuel, the pair owned 21 airplanes. I understand that there are six C-46 aircraft remaining in revenue service. The Everts enterprises fly four of the six, and that is a testament to how well they treat their equipment. They are also known for treating their people exceptionally well.

Alaska was good to Cliff Everts. Cliff was great to Alaska. In recognition of his achievements, Cliff amassed numerous awards and recognitions. In 2007, Cliff received the Federal Aviation Administration's Master Pilot Award. In 2011, the general aviation side of Fairbanks International Airport, what we call "East Ramp," was dedicated in Cliff's honor. In 2012, the Alaska Air Carriers Association designated Cliff as an "Aviation Legend." Cliff was also inducted into the Alaska Aviation Hall of Fame. He holds the Alaska Aviation Entrepreneur Award. All appropriate recognition for a man best known for these words, "Flying has been my life, and I can't see joy in doing anything else."

On Saturday, January 13, Alaskans from all walks of life will come together in Fairbanks to celebrate the life of Cliff Everts. Cliff's friends and admirers will be joined by his wife Betty and their large family. On behalf of my Senate colleagues, let me take this opportunity to share our condolences with Betty and the family and to thank Cliff Everts for his outstanding life of service to aviation and Alaska.●

MACOMB COUNTY, MICHIGAN, BICENTENNIAL

• Mr. PETERS. Mr. President, today I wish to recognize the 200th anniversary of Macomb County, MI. Situated along Lake Saint Clair in the southeast corner of Michigan, Macomb County is built on industry and entrepreneurship and populated with dedicated citizens and entrepreneurs.

French fur trappers were the first Europeans to arrive in the area during the 17th century, and when they recognized the possibilities presented to them within the area's marshes, they sought new opportunities for trade. Moravian missionaries later established the first organized, non-native settlement in the area in 1782 as a ref-

uge for Native Americans who had converted to Christianity along the banks of the Clinton River. In March 1780, Christian Clemens purchased a distillery, which is considered the first building on the site of the future city of Mount Clemens. The next year, he bought 500 acres for development, and the site became known as High Banks. On January 15, 1818, Macomb County was formally organized as the third county in the Michigan territory and was named in honor of General Alexander Macomb, a highly decorated veteran of the War of 1812. High Banks was platted as the Village of Mount Clemens and named the county seat.

Starting in the early 1800s and continuing until 1840, settlers began moving into the interior of the county and carved out farms from the hardwood forests. Families began focusing on agriculture as the roots of county villages and towns began to be established by this time. Germans, Belgians, and other Europeans also began joining the original French and English settlers during this time. During the 1870s, mineral baths brought international fame to Mount Clemens as many thought the waters had healing powers, though interest in the spas eventually died out in the early 20th century.

Between 1920 and 1930, Macomb County saw its first population spike when it more than doubled from 38,000 to 77,000. This was caused by the establishment of Selfridge Field in 1917, now the Selfridge Air National Guard Base, and the beginning of the migration of automotive workers moving out of the city of Detroit. During the 1940s and 1950s, the suburbs again saw a population increase but the largest instance of growth occurred between 1950 and 1970, when more than 440,000 moved to Macomb County and helped make it one of Michigan's largest counties.

Today Macomb County encompasses 27 local municipalities that nearly 1 million Michiganders call home. Like our country, its people come from different backgrounds and ethnicities and share many different cultures. There are robust urban clusters, a prosperous manufacturing and economic industry throughout that is home to more than 18,000 businesses, and beautiful natural features and agricultural lands in the north. All of this has contributed to Macomb County having over 865,000 residents, making it the third most populated county in our great State.

Macomb County has been an integral part of Michigan and our great Nation for 200 years. As a fifth generation Michigander living in the southeast Michigan area, I am honored to ask my colleagues to join me in celebrating this significant milestone for one of Michigan's most important and storied counties and all those fortunate enough to call it home. I wish Macomb County continued growth and prosperity for many years to come.●